



# THE CHINOOK ADVANCE

Vol. 20

Chinook, Alberta, Thursday, May 16th 1935

No. 4

We are now agents for Allen A. Hosliery.  
Call and look over our stock.

Running Shoes for the Children.

Baseball Scampers for the Boys and Men.

Shoe Polish	2 cans	.25c
Bananas	2 lbs.	.25c
New Cabbage	2 lbs.	.25c
Prunes	50x60 25 lbs.	\$2.39
Oranges	per doz.	.25c

**Acadia Produce  
Company**

## COAL & WOOD

**Drumheller  
Mine Run  
At \$4.90**

**Drumheller  
Stove Nut  
At \$3.90**

**Jim Aitken**

Meet Your Friends

At

The

**Chinook Hotel**

Fully Licensed

Gus Cook, Prop.

### CHINOOK MARKET PRICES

#### WHEAT

1 Northern.....\$67

#### OATS

2 C.W.....\$30



**CHINOOK CATHOLIC CHURCH**  
Service Second Sunday Every Month  
Mass at 9 a.m.

Topic for Sunday, May 19th  
"The Seven Pillars."  
Come and hear this great  
message to the Church.

Service at 7.30 p.m.  
Wednesday 7.30 p.m.  
Young Peoples Service  
Thursday 3.30 p.m.

Prayer meeting  
All are Welcome.  
H. Creighton

Seeding in this district is  
well advanced although the  
weather has been wet, cold and  
cloudy, but the farmers have  
lost no time when possible to  
work. The last two days have  
been much warmer.

### U. F. A. NOMINATING CONVENTION

The U. F. A. Nominating  
Convention will be held at  
Cereal on Saturday, May  
25th, at 10 a. m. A mass  
meeting in the evening will  
be addressed by Hon. J. R.  
Love, Provincial Treasurer.

#### Meeting for Sports Day

A meeting was held Wednes-  
day evening in the Hotel to  
make arrangements for the  
sports day to be held June 12th.  
Committees were appointed  
for Baseball, Softball, Dance,  
Gate, Booth and Spares.

It was decided that the  
events be open to all.

### Here and There

With the warm weather and  
a fine season almost upon us,  
dates of opening of the summer  
hotels and resorts at the Canadian  
Pacific Railway will be welcome  
news to tourists. Banff Springs  
Hotel opens, June 16; Chateau  
Lake Louise, Emerald Lake Cha-  
let and Banff House, June 17;  
Yoho, Hadrum Hot Springs and  
Moraline Lake, June 21; French  
River, Dunslogie Camp, June 15;  
Devil's Gap, Banff House, June  
21; Algonquin Hotel, St.  
Andrews, N.W., June 23; The  
Pines, Dibley, June 27 and the  
Lakeside Inn, Yarmouth, June 28.

Portland, Oregon, famous an-  
nual Rose Festival will be held  
this year, June 6-8. Millions of  
rose blooms will be on display in  
the many floats of the grand fi-  
nal parade and also in the 3th  
annual show of the Portland Rose  
Society.

Marking the Silver Jubilee cele-  
brations of the coronation of King  
George V, to be held this year,  
the Canadian Pacific Railway  
has issued a strikingly handsome  
folder covering the main events  
of the jubilee from the King's  
drive to St. Paul's Cathedral on  
May 6 and ending with the Lord  
Mayor's Show on November 8.

A beautiful new menu card for  
the King's Jubilee celebrations  
has been designed by the Cana-  
dian Pacific Railway to be used  
in all the company's hotels from  
coast to coast, on ships of the  
Atlantic and Pacific fleets and  
on world cruise ships. Its front  
cover is done in gold with the  
Canadian Coat of Arms in color  
at the top and the Canadian Pa-  
cific crest at the bottom. The  
back cover, also done in gold,  
shows a train in the Rockies, the  
Chateau Frontenac at Quebec City  
and the Empress of Britain. A  
naple leaf below the Coat of  
Arms and a space on the back  
for autographs completes the  
menu card.

The world is invited to attend  
the annual Rose Festival  
held at Portland, Oregon, June 6,  
7 and 8. This, one of the out-  
standing feasts of the United  
States, will this year show many  
new and beautiful features,  
among which the 47th annual  
rose show of the Portland Rose  
Society will be got the least im-  
portant. The whole city will be  
embowered in roses at that time  
of year.

Over the period May 15-28 in-  
cluded, the Canadian railways  
are offering special bargain fares  
figuring approximately at one  
cent a mile from various eastern  
cities to western Canada. Return  
limit is thirty days from the date  
of issue of ticket with stopovers  
within the limit of the ticket at  
Port Arthur, Armstrong and  
points west thereof.

Addressing an audience of more  
than a thousand representative  
business men at Toronto recent-  
ly, E. W. Besty, K.C., L.L.D.,  
chairman and president of the  
Canadian Pacific Railway, stated  
that the Canadian National Rail-  
way system was never an honest  
experiment in public ownership  
and that it was neither more  
less than a sad accident. This  
problem, he said, constitutes Cana-  
da's most difficult problem and  
threatens national solvency.

Starting a tour of Canada which  
will include the principal cities  
of the Dominion, Lord Baden-  
Powell, Chief Scout, Lady Baden-  
Powell, chief of the Girl Guides,  
and their two daughters, landed  
at Vancouver from S.S. Princess  
Charlotte recently and are being  
given rousing welcomes in every  
center throughout the country.

Don't forget, A Free Chance on a  
Blue Willow China Breakfast Set with  
every purchase. Draw Saturday Evening.

**X L O Coffee 3 lb pail .95c**

Mincemeat Argood 4 lb pail .58c

**NU-JELL Chocolate Malted 3 pkge .25c**

**RHUBARB 5 lbs .25c**

**Tea Special 1 lb pkt .39c**

**Coffee 2 lbs .43c**

**McCormacks Toasted Sodas pkge .20c**

**Chinook Trading Co.**

The Ladies Card Club met  
Tuesday evening at the home  
of Mrs. P. Peterson. Honors  
went to Mrs. Seeger and Miss  
Betty Milligan. The club will  
meet next week at the home of  
Mrs. E. C. Pfeiffer.

Born — To Mr. and Mrs. H.  
Creighton on Sunday, May 12  
in the Cereal Hospital, a son.

Mr. Jas. Duck, assistant at  
the C. N. R. Station, left on  
Monday for Blackfalds, Alta.,  
where he will spend a few  
weeks vacation at the home of  
his parents.

Leonard Youell who has  
been attending the University  
of Saskatchewan, arrived on  
Saturday and will spend his  
vacation at his home here.

Miss Mabel Gilbertson re-  
turned from Hanna on Tues-  
day.

Sylvia Marie, the six-year  
old daughter of Mrs. Shippelet  
celebrated her birthday by  
giving a party to her little  
friends on Monday May 13th.  
A good time was spent by the  
little children.

#### Mother's Day Service

Mother's Day Service was  
held in the United Church at  
11 o'clock in conjunction with  
the Sunday School. A special  
form of service was used in  
which all took part and which  
exemplified the true meaning  
of "Mother." Rev. Creighton  
delivered the address on the  
theme, "Helpers in Happy  
Homes" Stories and recitation  
by members of the Sunday  
School very clearly presented  
this theme. Considering the  
weather conditions and the  
hour of the service, the attend-  
ance was very good. Mr. A.  
V. Youell, Sunday School  
Superintendent, was in charge  
of the service.

### Tractor Fuels

Clear Naptha (taxable). Motor Fuel (no tax),  
in stock also full line of Oils and Greases.  
Farmers use Red Head Products and draw  
dividends.

This is Champion National Spark Plug  
change week. Come in and learn how you can  
have a Champion Road Race Game free.

Remember, "Champions make a Good car  
Better."

**COOLEY BROS.**

Phone 10

Chinook, Alberta

**G-3**

**Goodyear's  
Sensational  
Modern-Traffic  
Tire**

Built for the increased  
demands of quick get-  
away, high speeds, sud-  
den stops—already  
tested by thousands of  
Canadian car-owners in  
long, hard service.  
Standard (4-ply) G-3's  
are reasonably priced as  
follows:

Size 4.40 x 21	10.00	Size 4.75 x 19	12.25	Size 5.00 x 20	13.50
Size 4.50 x 21	11.00	Size 5.00 x 19	13.25	Size 5.25 x 18	14.75

Other sizes equally low-priced

**COOLEY BROS.**  
Chinook Phone 10

## NEW YELLOW LABEL

55¢  
lb.



**BROWN LABEL - 65¢ lb.**  
**ORANGE PEKOE - 80¢ lb.**

### Planning

In these days much is heard of the art of planning and the dire necessity for scientific, constructive planning in finance, economics, industry, social services, in fact in all the organization of our modern life and its varied interests and activities. Indeed, if a person was prepared to unthinkingly accept the advice being so freely tendered in many quarters, only one conclusion would be reached, namely, that mankind in mass could, if it would, definitely plan and order its way of life, and clearly and authoritatively scale and draw a plan that would work with the simplicity and accuracy of the multiplication table.

But life is not like that; too many contrary factors enter into the scheme of things and life, too many factors, influences and natural laws which are beyond human control to permit of any such artificial planning that will prove workable and fool proof. As the poet Burns so well expressed it:

The best laid schemes o' mice an' men  
Gang aft a-gley,  
An' I'eave us naught but grief and pain,  
For promised joy.

Two years ago President Roosevelt's "brain trust" decided that the whole economic life of the United States could be planned and charted in advance; that it could scientifically plan and control the production of that great country so as to overcome and prevent what was alleged to be the evils of over-production. It set out to do so, but instead of facing the primary cause of the alleged over-production, it adopted and acted upon the easy formula that all that was necessary was to compel by law a reduction in the volume of production.

So what farmers were bonused, not to grow wheat, but to stop growing it; cotton planters were bonused to stop growing cotton; farmers were paid to quit raising hogs, and so on and so forth, and the consuming masses of the people were taxed in order to raise the funds wherewith to pay these bonuses on destruction. Then Nature stepped in, withheld its usual bountiful supply of rain, sent excessive heat and blistering winds and swirling dust storms, and in a brief space of time reduced production over man's mistaken efforts, and to a far greater extent, until within a few months a shortage of supplies faced the nation and of an over-production, which over-production had actually resulted from a previous form of artificial planning in the shape of tariffs and other trade restrictions.

Following the Great War, the statesmen of the world assembled in Paris to draft a treaty of peace and to plan the future of Europe and the world. They labored for months, created elaborate international machinery to direct and control world affairs, re-arranged the boundaries of countries, and gave birth to new nations. On paper their plans looked good, they were hailed as a great advance in the cause of world peace and international goodwill and co-operation.

But in the years that have followed all the passions, prejudices, suspicions, racial and religious animosities, and vagaries of human nature have continued to hold away over millions of mankind. Much of the planning has proved an abject failure, some of it has been thrown into the discard, and what remains is in danger of destruction through another world upheaval.

Thus has it been amply demonstrated that man cannot direct and control the immutable laws of Nature, nor can he forecast them in any scheme of planned economy he may devise; neither can a few planners, however able and sincere they may be, draft plans and charts which will work despite all the selfishness, the ambitions, the ignorances, passions and prejudices of man.

This being so, the nations are now being told by the planners that mankind in the mass can no longer be trusted; that democratic forms of government are a failure; that instead of the people creating and controlling their governments, forms of government must be set up which, controlled and directed by a few, will super-impose their will upon the masses, control and order the people, instead of the people controlling the governing bodies.

Such a plan may be inaugurated; it may work for a time, but not for long. It can never possess any degree of permanence, because man was created a free being with a mind, a will, a soul of his own, and in the final analysis he will, because God and his own nature intended that he must, work out his own salvation. No other power, and least of all a government, can do it for him.

Nevertheless, there must be planning and there must be control and direction. Everything cannot be left haphazard, otherwise chaos and disorder would ensue. But it must be recognized that there are limitations in all planning, and those imposed by Nature's laws and by human frailties cannot safely be ignored. Nor can the inborn desire and determination of every man to be a free man and enjoy liberty be denied; any attempt to do so will breed revolt. It always has, it always will. But liberty does not mean license, and in denying liberty for himself each man must recognize the rights of others and accord liberty to others.

Therefore, in all our planning the improvement and advancement of the individual must precede improvement of and advancement in any system that may prevail. It is putting the cart before the horse to try and improve the system first and thereby improve man; it must be the other way round. God does not remove all evil and temptation in the world, but we are taught to pray that we be not led into temptation.

The proper study of mankind is man, and the proper, only permanent, planning is by individual man, namely, that he so order his life and his activities, so control his ambitions and his passions, as to come within the plan laid down in the Golden Rule—Do unto others as ye would that they should do unto you.

### THE WORLD'S MOST FAMOUS FLAVOR



THE QUALITY CHEWING GUM

### Helps Building Industry

#### Chemistry Comes To Aid With Many New Materials

Even eggs and milk may enter the making of new construction materials in a building boom predicted by famous chemists at the opening session of the American Chemical Society's tercentenary celebration in New York.

A boom in the building industry inspired by discoveries of chemists, many of them made during the depression, was forecast by Prof. James R. Withrow of Ohio State University.

Artificial stones are already made in every color and with any degree of hardness a customer desires. Wood rot and metal rust are both stopped by numerous new protectives.

Bricks that partake of the lightness of insulation and other light weight construction materials promise much higher, yet even safer skyscrapers.

#### Queen Mary's Tea Chest

Gift From Ceylon To Be Exhibited In Toronto

Visitors to the Ceylon exhibit at the forthcoming Canadian National Exhibition in Toronto will have an opportunity to see the beautiful chest presented to Her Majesty at Christmas by the Empire Tea Growers. The chest is made of rare and lovely woods—rosewood from India, inlaid with satinwood and ebony from Ceylon and purchased from British Guiana, the woods being left in their natural state at the express wish of Her Majesty. The inlay on the lid has the Queen's own royal cypher. When presented to Queen Mary the chest contained fifteen pounds of the finest grown Empire tea, valued at over \$3 per pound.

## NOT A RHEUMATIC PAIN FOR 4 YEARS

#### 70-Year-Old Man Praises Kruschen

A man who once suffered severely from rheumatism writes:— "For a long time I suffered with rheumatism, and at one time was laid up for about nine weeks. About five years ago I was advised to try Kruschen. I did so, and have continued using them ever since. Kruschen did the trick, as I have not had a rheumatic pain for over four years. I am nearly 70 years of age, and feeling fine, and always able for my day's work—thanks to Kruschen."

Kruschen dissolves away those needle-pointed crystals of uric acid which are the cause of all rheumatic troubles. It will also flush dissolved crystals clean out of the system. Then if you keep up "the little daily doses," excess uric acid will never form again.

#### Of Canadian Make

#### Dominion Supplies Medium-Quality Gauntlets For English Motorists

Motorist and motor cyclists in the United Kingdom wear leather gauntlets when driving during the winter. Even during the summer months motor cyclists use them when traveling at night. A large proportion of the medium-quality motor cyclist's gauntlets are of Canadian make, according to the Industrial Department of the Canadian National Railways. While the British are experts when it comes to sheepskin gloves, strange as it may seem, in the case of these made of heavier leathers, such as cow, mule and horse hide, they have to be imported.

#### A Dangerous Procedure

#### Doctor Warns Against Forced Giving Of Cod Liver Oil

Dr. Irving Graef, pathologist of Bellevue hospital, New York, told the American Association of Pathologists and Bacteriologists, mineral oils and animal fats drawn into the lungs of infants and adults had proved fatal in six cases of pneumonia. Cod liver oil, described as good when taken into the stomach for bone building, Dr. Graef said was deadly when it entered the lungs. He cited one case to show the oil had entered the lungs through, forcing a reluctant child to swallow it by holding his nose.

#### Umbrella Works Idle

Because one cannot carry an umbrella when wearing a uniform and maintain one's dignity, the rain shields have gone out of style in Germany. As a result 150,000 people in the umbrella industry have been thrown out of work and manufacturers are seeking ways and means to bring the umbrella into its own again.

### Another Surgical Find

#### Human Suffering Reduced By Operation On Pain Nerves

Surgery on the nerves of pain offers hope of reducing human suffering.

The operations possible were reviewed by Francis C. Grant, M.D., of Philadelphia, at the meeting of the American College of Physicians.

Some of the fibres form the bundles of nerves, just as separate fibres form threads, carrying the sensation of pain; others give the movement orders.

By cutting the pain fibres in the spinal cord pain can be stopped in the legs and up into the pelvis. Touch and position nerve fibres remain unimpaired and the movements of the legs are not interfered with.

Another operation severs the roots of some of the nerves, but is seldom used because, while it relieves pain, it interferes with movement.

Seeking to block the "pain pathways" through the nervous system is the latest method of attack. This has been done successfully for some pelvis malignancies and for angina pectoris.

### Powerful Searchlight

#### Throws Beams Which Will Illuminate Objects Within Fifty Miles

Residents of Pittsburgh city gazed in wonderment at a powerful shaft of light that penetrated the darkness for many miles. It originated from what engineers say is probably the world's most powerful mobile searchlight undergoing a test prior to its delivery to the United States army.

The searchlight is a 60-inch giant and throws a beam of 750,000 candle power. Engineers who built it say the light's concentrated, narrow beam will illuminate any object within 50 miles. The "detecting" equipment is entirely mobile, carried aboard trucks.

An aeroplane with a 100-foot wing spread flying 20,000 feet high and six miles away appears to the human eye about as big as a wasp.

To find an enemy bombing plane under such conditions—and travelling at 250 miles an hour—would be quite difficult. The searchlight is designed to do it, and expose the plane to the fire of anti-aircraft artillery.

### Upholding The British

#### New York Paper Sticks To Statement About War Debts

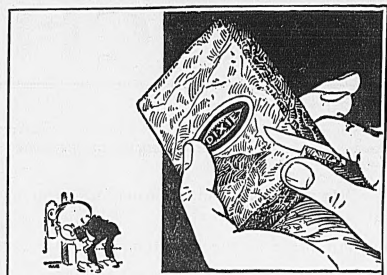
"The New York Daily News says: "We've received a number of unfattering letters in reply to our editorial in which we said England is right in refusing to pay any more of its war debts to us for the time being. These letters advise us that we are in the pay of the Redcoats, traitors to Uncle Sam, trying to lick the King's boots, etc.

Let's come down to brass tacks. How about our debts to our own people (and to other foreigners who happened to buy our bonds)? We aren't paying them, are we? President Roosevelt has taken 40 cents out of every dollar, and he won't pay a dollar of those debts in gold. Furthermore, our Supreme Court sustained that default. So if John Bull is a nasty old repudiator, what is Uncle Sam?"

The fact is the war cost so much that every country which took part in it, including ourselves, has had to repudiate a large part of its war debts."

#### Camels For Russian Farms

Farmers of Soviet Russia are to be supplied 257 camels this year to be used in the establishment of new camel farms. The farm in the semiarid Yedich district of Western Kazakhstan now has 2,335 ships of the desert, the herd increasing 24 per cent in 1934.



## A SIGHT BETTER!

LARGE PLUG

Fresh from start to finish

20¢

Costs so little, too;

Cut it as you like it,

It's Dixie Plug for you!

**DIXIE**  
PLUG SMOKING TOBACCO

### How Spare Pennies Grow

#### British Post Office Savings Increased

By \$28,000,000 Last Year  
More pennies and shillings than ever are being put into Post Office Savings Banks in Britain.

The head office has announced that deposits of small savers have reached the record figure of \$355,000,000. They increased by \$28,000,000 during last year alone. Over the last two years they have increased by \$50,000,000.

These large sums are made up entirely of the occasional spare coins of villagers and townsmen in Britain. One of the methods of saving is by put special stamps and stick them in a savings book. When a certain number have been collected the book is given in to the local post office and the amount represented is credited to the saver's account.

Last year 250,000 "home safes" were issued. These are special post office home money boxes which can be taken to the local post office when the owner desires and the amount in them credited to his account.

The Post Office Savings Bank now has more than 9,500,000 depositors. And that number is increasing by 12 per cent each year.

### Are Becoming Important

#### Aviation Is Creating Interest In Islands Of Ocean

Soon every little island in the ocean is going to find itself important and it is certain that, with aviation developing as it is, places which in the past have not even been spots on the map will become centres of interest. Here, for instance, is the case of the Wake Islands, away out in the Pacific Ocean. These are three small islets, with a total area of not more than 2,500 acres, yet they are to be a point of call on the proposed U.S.-China air route, plans for which are now well under way with Pan-American Airways and the United States Government co-operating.

If on rising in the morning you stand in your pyjamas before the open window and slay your chest with both hands for several minutes you will notice a crowd slowly gathering in the street below.

Clubs for railroad workers are being organized in Russia.

### Bible Distribution

#### Colporters Deliver An Average Of 30,000 Bibles A Month

By dog team in the far north and on foot through every part of Canada, Colporters distribute an average of 30,000 Bibles a month, according to the annual report of the Canadian branch of the British and Foreign Bible Society.

An increased demand for Bibles in English is reported from foreign language groups of workers in Western Canada.

After all expenses were met, \$39,000 was sent to London for worldwide work compared with \$25,000 in 1933. Bibles distributed showed an increase of 22,000.

#### Best for You and Baby Too

**Baby's Own Soap**  
10 Individual cartons

**PILE SUFFERERS**  
HAPPY RELIEF  
"MECCA" PILE REMEDIES

**NATURE'S MINERAL SALTS**  
SASKASAL

**PATENTS**  
The RAMSAY Co. Dept. 272 BANK ST. OTTAWA, Ont.



Warehouses At Calgary, Edmonton, Regina and Winnipeg





# WONDERFULLY SATISFYING -

Every Bottle of Alberta Beer is full-flavored and wholesome. We know you'll enjoy it to the last drop.

DRAUGHT or BOTTLED AT ALL GOOD HOTELS

By the Case from Our Warehouse

PHONE 648  
DRUMHELLER

Warehouse will be closed Victoria Day-May 24th.

## DISTRIBUTORS LIMITED

Agents for the Brewing Industry of Alberta

Not inserted by the Alberta Liquor Control Board or by the Government of the Province of Alberta.

### Chinook Consolidated School Meeting

The Board of Trustees of Chinook Consolidated S. D. No. 16 met in the school on Thursday evening, May 2nd 1935, at 8 o'clock.

Members present—Messrs Bell, Rosenau and Dressel.

The minutes of last meeting were read.

Rosenau, that these minutes be adopted as read.

Then followed the reading of correspondence, and of bills Presented for payment. Also of a petition from a number of ratepayers asking for a special meeting to discuss certain matters.

Rosenau, that the vans be run on May 6th, Jubilee Day.

Dressel, that \$15.00 be advanced to buy a soft ball - bat, and for a treat, and for some other little prizes for the children, for the Jubilee Day celebration.

Bell, that the Holland Canada Mige. Co. be given the privilege of van-driving for an amount sufficient to pay the 1935 taxes on the N. W. -22-28-7.

Rosenau, that the school children be given the use of the school to morrow night free with the exception of amount to be paid the caretaker - it being distinctly understood that some responsible person shall be in charge.

Dressel, that the board of Laughlin S. D. be advised that the tuition fee for John Bergen will be 30 cents per day, the sum as is now being charged by the Consolidated School for other outside pupils.

Rosenau, that driving done by L. Dressel on Route 2 - Feb. 28 - to March 15th - 12 days, when Geo. Schmidt was not ready to drive be applied on taxes of Acadia Produce Co.

Dressel, that the following arrangements regarding van-driving be approved.

Route 1—Jan. 14, Feb. 22 L. Dressel, Feb. 25 Mar. 8 " Ge. McDonald Mar. 11 Mar. 20 " for Maw Bros. Mar. 21-22 " for Laundryman " March 25 till further notice Cooley Bros.

Route 2—Feb. 28 Mar. 15 L. Dressel for Acadia Produce Co. " Mar. 18 till further notice W. H. Meade.

Route 3—Mar. 18 Mar. 31 Reg Witt " April 1 no van " April 2 Apr 18 F. Dumanowski " April 29 E. C. Pfeiffer A. L. Robinson

Route 4—Feb. 4 Apr. 18 P. Demare " Apr. 29 till further notice Cooley Bros.

Route 8—Jan. 24 Apr. 15 Cooley Bros. " Apr. 16 Apr. 18 Aug. Rosenau " April 29 till further notice Gus Cook

Dressel, that payment of the following bills be approved:

Western Mun News	\$18.67
E. O. Hocart coal	73.19
" "	50.48
Acadia Produce Co	49.55
Banner Hdwr on acct	51.75
M. L. Chapman on acct	16.20
Service Garage	35.95
W. W. Isbister vegetables	3.32
E. O. Hocart coal	57.60
Chinook Trading Co.	12.45
Imparial Bdg. Supplies	45

Bell, that Court of Revision for the assessment be held in the school on Saturday evening, June 1st, at 8 p.m. upon completion of which a special meeting of ratepayers will be held for the purpose of the consideration and discussion of the school meeting of Jan. 23rd, as requested in petition of Feb. 1st presented to the board to-night.

Bell, that we do now adjourn to meet again on Saturday evening, June 1st, at 8 o'clock.

Lorne Proudfoot Secretary

### M. D. of Collholme

Continued from page one

Two leases were granted, one to Mr. Geo. Clemons, of North-east of 6-26-8 for pasture at a rental of \$10, and the other for the same south-west of 3-26-8 to Mrs. Ida Gillett.

Ajournment of the meeting was made in order for the ratepayers to discuss the future of the district with Mr. Soutter, of the department of municipal affairs, and upon the resumption of business school rates were set as follows:

Belle Plains, 11 mills.
Cando, 10 mills
Clarkson, 8 mills.
Collholme, 10 mills
Crook Plains, 6 1-2
Heathdale, 3 mills.
Keystone, 8 mills.
Laughlin, 7 mills.
Lexington, 7 mills.
Maple, 8 mills.
Myrtle, 12 mills.
Niles, 8 1-2 mills.
Rainbow, 6 1-2 mills.
Rearville, 8 mills.
Stimmon, 9 mills.
Swan, 11 mills.

A number of applications for seed grain were dealt with, all being granted on a motion of Mr. Laughlin.

### NOTICE

"A Special Meeting of the Ratepayers of Chinook Consolidated S. D. as requested in petition received will be held in the school on Saturday, June 1st, at 8.30 p.m. for the consideration and discussion of the Board meeting of January 23rd.

Signed  
Lorne Proudfoot  
Secretary

### Two Local Boys Win Scholarships.

Scholarships of the Senate and Board of Governors of the University—in sciences and arts: Vincent Charles Rideout, of Chinook. In Agriculture: John Baden Campbell, of Youngstown in applied science.

### CLASSIFIED ADS

Wanted—Young Fresh Milk Cow. Will pay market price less freight.

Chris Davis

COMPLETE YOUR TRAVEL ARRANGEMENTS AND BY VISIT  
Steamship and Rail Tickets  
FROM THE  
**LOCAL AGENT**  
**CANADIAN NATIONAL**  
Representing all  
Rail and Steamship Lines  
In All Parts of the World

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## Three Major Canadian Problems

Tariff, agriculture and railway situation discussed by E. W. Beatty, K.C., LL.D., Chairman and President, Canadian Pacific Railway—Urges unified effort to solve questions threatening integrity of State.

A tariff structure based solely upon the actual economic needs of the country, a deeper appreciation of and a wider and more active application of scientific methods in agriculture, and the unification of Canadian railroads for the purpose of operation as the only means of overcoming the present disastrous debt structure created through public ownership, were the three major themes emphasized by E. W. Beatty, K.C., LL.D., Chairman and President, Canadian Pacific Railway, during the course of a forceful outline of the country's problems before the Regina Board of Trade on February 5th.

Basing his appeal upon the firm foundation of the "service of individuals, individual groups, and sections of the country to the whole State is the only safe road for the future," Mr. Beatty appealed to the country at large to make this theme the dominating note in solving the problems of the day.

Again voicing his sincere belief in the ultimate destiny of Canada, Mr. Beatty emphasized the necessity of a mutual understanding between all sections of the country, and insisted that should this objective be achieved, the unified effort of all citizens would go far toward solving the problems which now threaten the integrity of the State.

In the light of this argument Mr. Beatty felt that he had every right to discuss the tariff, citing the fact that the Canadian Pacific Railway was most decidedly susceptible to the effects of unstable tariff conditions. "Give me a tariff policy adjustment like that of the Canadian National Railways and I shall be quite content," he said.

Mr. Beatty was neither a believer in free trade nor a protectionist. He believed in the maximum of free trade fairly distributed among the citizens. The Canadian tariff should be one which would keep our internal and external trade combined at a maximum.

Mr. Beatty illustrated his argument by citing the fact that Canada enjoyed a greater foreign commerce per capita than either of the two more important American Republics, namely the United States and the Argentine, and that he was anxious to see the preparation of a tariff balance sheet which would give an analysis of the effect of the tariff on the total income and purchasing power of the Canadian people, and urged that in view of the present position of Canada and labor, an examination of the economic soundness of our tariff policy should look to future improvement rather than to drastic attempts to correct past errors.

Emphasizing that agriculture was the primary industry, and voicing his appreciation that agriculture in Western Canada was passing through a period of great difficulty, Mr. Beatty said that Governmental assistance and that of private business institutions had on the whole, been constructive.

"I must say," he added, "without boasting, that the emergency reductions in freight rates voluntarily made by the Canadian Pacific Railway for farm relief during the past five years represent a loss in income to us of at least \$3,000,000."

There were two necessary measures looking toward permanent recovery. First, there was what the farmer could do and was doing for himself, to make the farm home largely self-sufficient. Other labor could not do others could do to help Western agriculture. The capital invested in the farms of Canada must receive returns if any important block of capital was to be regarded. Secondly there was what Mr. Beatty expressed unswerving confidence that private business would find a road, now being eagerly sought, whereby it could render material assistance to agriculture.

Pointing out that the Canadian people pay for the railway services which they receive, and all the costs of Government, Mr. Beatty emphasized that the railway problem was in reality the problem of every individual citizen. The cost to the public in freight charges of moving a ton a mile in Canada was as low as in any major country in the world. Unhappily the full advantage of these low rates was not retained because taxes paid, or to be paid, to meet the annual deficits of the Canadian National Railways must be added to the actual freight charges. The real cost of transportation in Canada was not so cheap as it seemed to be, or as it should be.

Two current suggestions for improvement in railway operating efficiency were, first, the adoption of modernistic equipment, and secondly, a drastic reduction in wages. Owing to the huge investment in existing equipment, and the difficulty of finding capital to finance new equipment, he indicated that progress along the lines of the first suggestion would necessarily be slow.

Mr. Beatty argued strongly against reduced wages, and pointed out that railway employees were being paid as well as earned their money. He felt that railway as well as other wages were out of control, and that the remedy lay in an increase in the farmers' earnings rather than a lowering of the standard of living among railway workers.

Another suggested solution was the proposal to increase freight rates. The freight rate trend was downward, and Mr. Beatty would greatly regret to see an increase in rates until everything possible was done to eliminate waste.

The argument that there was no waste in transportation and all that the country needed to do was to await the return of prosperity was not, Mr. Beatty considered, sound. Restoration of business to the high levels of 1925-1929 would not come as a gift of Heaven, or overnight, but only as a result of national industry and thrift.

Mr. Beatty replied to arguments advanced under his unification proposal the Canadian Pacific would take over the assets of the Canadian National while the liabilities would be left to the Government.

Unified management will do nothing of the kind. The physical assets of the Canadian National will remain the property of its owners. Similarly the liabilities of the Canadian National must remain the responsibility of the Government, and the liabilities of the Canadian Pacific must remain that of its owners. However, if the assets of both companies are combined, a unified management and a unified end will be put to the waste of competition and the Canadian National will receive more money with which to meet their obligations.

The fact that only 2% of the excessive debt of the Canadian National Railways was due to the errors of private capitalists, and that the bulk of the debt was incurred either by private or Governmental would not help the situation of today. Interest charges on the Canadian National debt which in 1919 were \$38,000,000, last year were \$42,000,000. No man capable of facing facts believed that the country could sustain such a burden indefinitely.

"We, the people of Canada, owe directly or indirectly to private capitalists over \$2,700,000,000, on account of the Canadian National Railways system. We are going to pay this because we permitted it. Are you going to allow your judgment to be warped by complex arguments about doing justice to public ownership? Or are you going to agree with me to leave the ownership of the Canadian National Railways in the hands of the public—since they could not possibly get rid of it—and devote our entire energy to finding a means of making the burden of this ownership as light as possible to the people of Canada."

"Talking it that as business men you will not wish to gamble with the ruin of railway deficits which already threatens the financial stability of the nation, a more reasonable alternative is available. A bare suggestion seems to me to be the only adequate course the unified management of the two major railway systems. The amount which can be saved annually—now, not in

some bright day to come—was calculated by officers of the Canadian Pacific Railway and their figures tallied closely with those given to the Royal Commission by the late Sir Henry Thornton, and by Mr. S. W. Fairweather of the Canadian National Railways. My estimate was based on the traffic conditions of 1930, an average traffic year, and on that basis I put the figure at \$75,000,000. Sir Henry Thornton, who opposed my plan, gave his estimate as \$50,000,000 and Mr. Fairweather estimated \$55,000,000 for a year of normal traffic. In justice to Mr. Fairweather I must state that he has since said that he told the Commission that his estimate could not be realized. I believed then and believe now that mine can be."

Mr. Beatty said his proposal had met with much criticism, that no one group of men could properly administer the unified railways; that he was talking of setting up a great monopoly; that rates might be raised; and that he proposed to throw thousands of men out of work. Mr. Beatty disposed of these criticisms by pointing out the efficiency and loyalty of the employees of both railways; to the supervision of the railways by the Government to control railway rates, and in connection with labor, solemnly pledged himself to do everything he could within his power to prevent such a development. Savings in this regard would be used to improve wisely, and consistently, and without hardship to those now employed on railway employment.

He said: "It is indeed my hope and belief that the methods which I suggest will suggest will prevent an even more disastrous period of low wages and unemployment than that which we are passing. Surely the labor leaders of this country are the intelligent men that I have always found them to be, and will tell their constituents that waste of the country's wealth on useless social and political damage no one more certainly and more severely than those who depend on their wages for their living. I venture the prophecy that as events develop and the increased thought being given to the subject promotes its effect, railway employees generally, and particularly the recent representatives of organized labor which forms such a considerable part of railway staffs, will not only be satisfied with the necessity of, but will come to urge rather than to oppose some such measure as I have suggested as 'in their own best interest.'"

Stressing that the report of the recent Royal Commission stated that some of the Government could have preferred a plan which would take the Government out of the railway business; and that the Canadian Pacific was not a bankrupt undertaking, but on the other hand a thoroughly solvent one, Mr. Beatty went on to say:

"What I have suggested, and suggest today, is that we should attempt to divide the net earnings of the unified properties to give to each group of owners the net earnings which would have resulted if each had operated their own railway, together with a fair share of the savings resulting from unification. There is much misunderstanding in this regard. Many have confused the total net earnings of the unified properties with the net earnings of the individual railways. The net earnings of the unified properties is a matter of record. The increased earning power of the unified properties arising from unification is another matter. My plan contemplates the division of such increased earnings on a fair basis. This is a matter which can only be settled by negotiations between the interested parties but obviously the shareholders of the Canadian Pacific would have to concede to the unified management at least one-half of the net gain resulting from unified management. The shareholders of the Canadian Pacific would claim the lion's share have either misunderstood my proposal or purposely misrepresented it."

In conclusion, Mr. Beatty pointed out that if such a plan had been adopted in 1919, or even 15 years ago, the national debt of the country would be hundreds of millions of dollars less than it is today. "You and your children will pay it. Are you in favor of piling it up?"